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THE LINCOLN MEMORIAL ROAD

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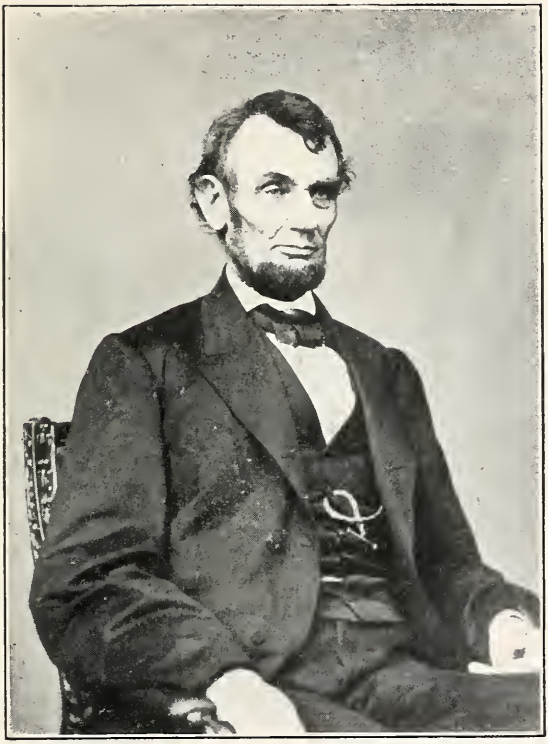


A PORTION OF THE AVENIDA BEIRA-MAR, A SIX-MILE BOULEVARD SKIRTING THE BAY AT RIO DE JANEIRO, BRAZIL.
(Courtesy of Hon. John Barrett, Director General, Pan American Union.)

*"Lincoln's is a growing fame, not a fading fame. * * * For Lincoln a finished memorial is not a fit memorial."*

From The Review of Reviews

WHAT SHALL THE LINCOLN MEMORIAL BE?

By JAMES T. McCLEARY

IT is hard to realize that it is now more than one hundred years since Abraham Lincoln was born. Men by no means old have seen him and talked with him. We think of him as he appeared when President. In the minds of the people he remains a middle-aged man.

Lincoln's best memorial will always be the affection of his countrymen. But it is customary and proper for affection to express itself in tangible form. As yet this nation has not thus expressed its affection for Lincoln.

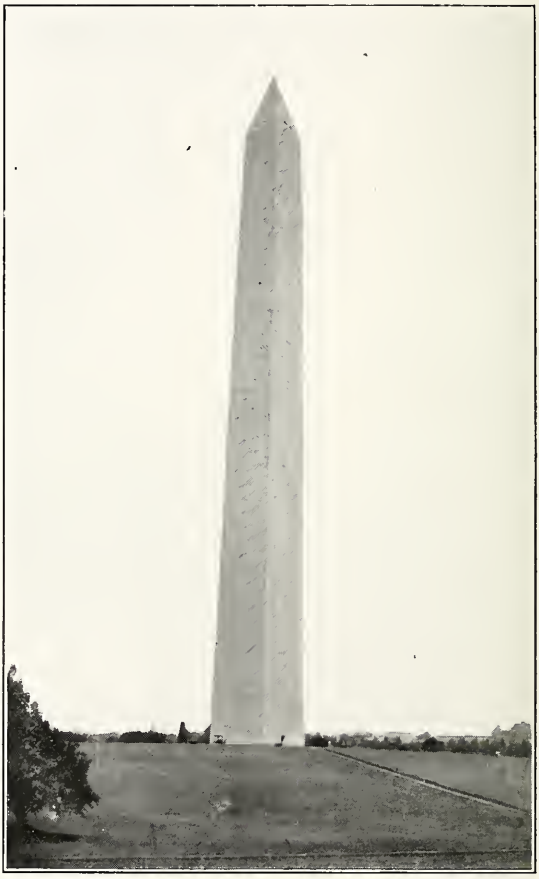
It is high time, therefore, that careful consideration be given to the question, What shall the Lincoln Memorial be?

As this is to be a national memorial, it may be assumed that the American people will desire that the memorial shall be connected with the nation's capital.

What should be its character? It may not be amiss to begin by agreeing on some kinds of memorial that should be excluded from consideration as unsuited for a memorial to Abraham Lincoln.

First, then, the Lincoln Memorial should not be a shaft of any kind. The American people already have in their capital city the noblest memorial shaft ever erected by man, the Washing-

ton Monument. There it stands in simple majesty, towering far above every other structure in the city—a fit memorial to the exalted character of him in whose honor it was erected.



WASHINGTON MONUMENT.
("There it stands in simple majesty.")

It is unnecessary, and it would manifestly be improper, to bring Washington and Lincoln into contrast. Each was supremely great in his own way and at his own time. Probably neither could have taken the place or have done the work of the other. But to propose a shaft of any kind as the Lincoln Memorial would inevitably result in the

making of comparisons and contrasts between these two great Americans. So it may be concluded that all memorials of the shaft type should be excluded from consideration.

Second, the Lincoln Memorial should not be an equestrian statue. Lincoln was not at his best on a horse. Besides, we already have in the city of Washington more than one-tenth of all the equestrian statues in the entire world. Moreover, a mere statue of any kind, equestrian or pedestrian, however mounted, would be wholly inadequate as an expression of the nation's regard for Abraham Lincoln. So statues of all kinds, except

SIEGES-SÄULE, BERLIN.

as features of some comprehensive design, may be excluded from consideration.

Third, the Lincoln Memorial should probably not be an arch. No visitor to Paris fails to take a look at the Arc de Triomphe de l'Etoile. Erected on a slight elevation, this splendid arch is the center from which slope away in all directions streets and avenues bordered by trees and lined

THE AVENUE DES CHAMPS-ELYSÉES, PARIS.

with stately mansions. The Arc is thus the crowning glory of a dozen of the most beautiful streets of Paris. No one who has looked at this noble arch from the Place de la Concorde up the broad Avenue des Champs Elysées can ever forget the vista. And when viewed at close range, the arch, by its great size, its admirable proportions, and

the finish of its details, is seen to be worthy of its splendid setting.

Both in itself and its setting this greatest of all arches is quite worthy of the purpose for which it was designed. As its name indicates, it is an arch of triumph, erected to commemorate the victories of the great Napoleon. Indeed, nearly all the arches that have ever been erected in ancient or in modern times, whether we regard the time-defying arches of the old Roman Forum or the beautiful but transient arch erected in New York in honor

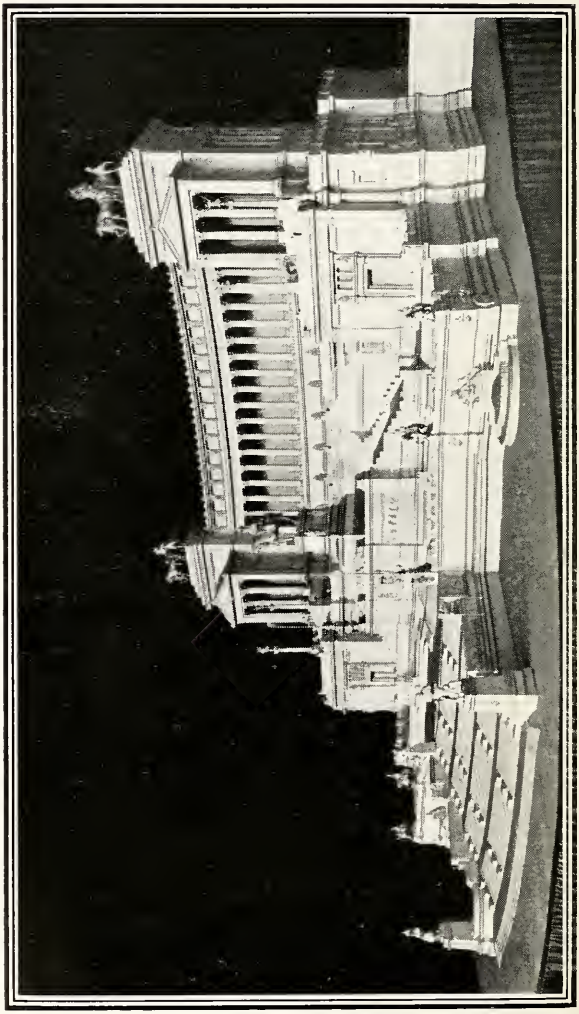
ARC DE TRIOMPHE DE L'ETOILE, PARIS.
("This greatest of all arches is worthy of the purpose for which it was designed.")

of the return of Dewey from Manila Bay, have been reared in commemoration of victories in war.

Admit that Lincoln was the commander-in-chief of the largest aggregation of fighting men ever under the direction of one man. Admit that the men he led conquered in the strife. It yet remains true that it is not alone, or chiefly, as the head of a victorious army that Lincoln is or will be remembered. While an arch, then, may be a feature of the grand design of the Lincoln Memorial, the memorial cannot properly be restricted to an arch, however imposing.

Should the memorial be a great university of research? Through the munificence of Andrew Carnegie the American people already have at the capital city the Carnegie Institution of Washington with a princely endowment. Though only recently established, it gives promise of great usefulness.

Should the Lincoln Memorial take the form of a building of some kind? An art gallery? We



THE NATIONAL MEMORIAL IN ROME TO VICTOR EMMANUEL.

already have in Washington the Corcoran Gallery of Art, which is developing into an admirable institution of the kind. Moreover, Congress has made provision for a National Gallery of Art in connection with the National Museum. Besides, what is there about an art gallery to suggest Lincoln? How would such a memorial to Lincoln harmonize with "the eternal fitness of things"? Should the memorial be a museum of some kind? We already have the Smithsonian Institution and the National Museum, each filling its own field well. Should the memorial be something in the way of a structure that could be called, say, a Temple of Liberty? How should it be constructed? What should it contain? How could it be made to have the proper significance, aside from its name? It is hard to see or say.

Some magnificent structures have been erected as memorials—the national memorial to Victor Emmanuel, the first king of United Italy, now being completed in Rome, for example. Its memorial character is revealed by its imposing front. Incidentally, and as part of the memorial idea, the structure is to house and protect a museum illustrative of the progress of Italy since unification. It is a beautiful building, but we already have a large number of handsome public buildings in Washington, and in the natural course of events we shall have many more. A building would hardly be distinctive enough for our purpose.

Should the memorial take the form of a bridge, say across the Potomac to connect Washington and Arlington, with its National Cemetery? There is something to be said for this suggestion. More could be said in favor of this idea than for any of the others that have been mentioned.

But to use a building or a bridge, a shaft or an arch, or any other fixed and completed thing as the memorial, would be to overlook the vital fact about Abraham Lincoln's fame—namely, that his is a growing fame, not a fading fame. His fame will increase as the centuries roll. Hundreds of years from now Lincoln will "loom large" in the world's opinion, even larger than he does now. The governing thought in selecting his memorial, then, is that *for Lincoln a finished memorial is not a fit memorial.* As his fame is a living, growing one,

his memorial should be of such a character that each generation can contribute something to its improvement and embellishment. Generations yet unborn will be grateful to us if we are considerate enough to so plan this memorial as to afford them opportunity to join hands with us who knew him personally in doing honor to this unique being.

Can anything be devised that will meet all the conditions of fitness as a memorial to Lincoln? To be fitting, this memorial must recognize and symbolize the essentials of Lincoln's life and fame. It must have about it the Lincoln atmosphere. Noth-

THE NELSON MONUMENT, LONDON.

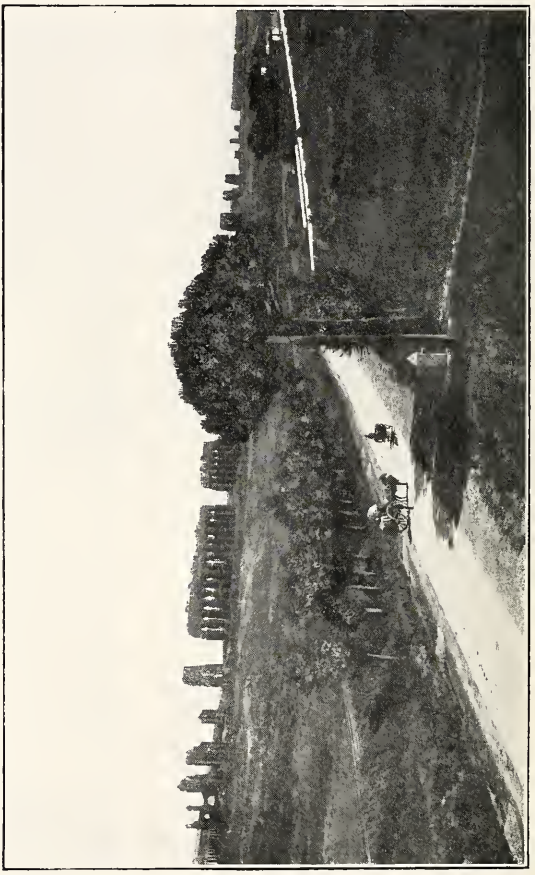
ing cold or austere or merely ornamental would do as a memorial of him. His was a kindly and useful and helpful life. The humblest soldier in the army felt that if he could see Lincoln himself, that strong and big-hearted man would listen sympathetically to his troubles and "lend a hand" to help him out of them. As the poet Markham has beautifully said of Lincoln, he had "the loving kindness of the wayside well." His shoulders were bent in bearing the burdens of the nation. Lincoln was born and reared in the country and always retained something of its wholesome flavor. He always felt himself one of "the common people." His aim was to be of service to them.

Lincoln's character was unique; so should his memorial be. His life was a glorification of the lowly and the common; so should his memorial be.

After spending several months in Europe in 1905, as the special representative of the Abraham Lincoln Memorial Commission appointed by Congress, in search of ideas for this national memorial, after seeing the best memorial creations of many countries—arches, shafts, bridges, buildings, not to mention statues and other memorials—the writer returned home profoundly impressed with the idea that the finest memorial in Europe is something which was not constructed with the idea of its being a monument, but for a wholly different purpose, yet which fulfills most admirably the memorial purpose in that it perpetuates a name and an act. That impressive memorial is the Appian Way. Three hundred years before Christ, the Roman Consul Appius Claudius built a great road from Rome to Capua, which was afterward extended to Brindisi. This road, named after its builder the Via Appia, or Appian Way, was celebrated for the beautiful monuments, the magnificent temples, and the sumptuous villas that arose on either side of it. Cicero, Horace, and others were in the habit of calling this the "Queen of Roads."

The temples have fallen, the monuments have been destroyed, the villas are in ruins; but today, twenty-two centuries after Appius Claudius built it, the road is still in use, bearing the burdens of commerce and the name of its founder. What a memorial! How worthy! How enduring!

Appius Claudius was one of Rome's greatest generals; but how many now living can even name one of his victories? He was a very wise ruler; but how many now living can recount any of his civil achievements? He was one of Rome's foremost writers; but how many now living have ever read one of his many books? All of these things gave



THE APPIAN WAY, ROME, ITALY.
("The temples have fallen, the monuments have been destroyed, the villas are in ruins; but to-day, twenty-two centuries after Appius Claudius built it, the road is still bearing the burdens of commerce and the name of its founder. What a memorial!")

him temporary fame, but all failed to give him permanent fame. But he built a great highway, and who has not heard of the Appian Way?

While riding along the Appian Way the writer remembered a suggestion that he had heard but had not heeded much, that a great highway would be the most suitable memorial to Lincoln. The

more the suggestion has been thought over, however, the more significant and valuable it has become.

From the White House to Gettysburg Abraham Lincoln journeyed to deliver a speech which will be recited by school boys a thousand years from now, and which will stand as a classic as long as the English language is spoken. A broad and splendid highway, the best in the world, from the grounds of the White House to the battlefield of Gettysburg, to be called "The Lincoln Road" or "The Lincoln Way," will, in the judgment of the writer, stand the test as the most appropriate memorial that could be constructed to show our respect and affection for Abraham Lincoln.

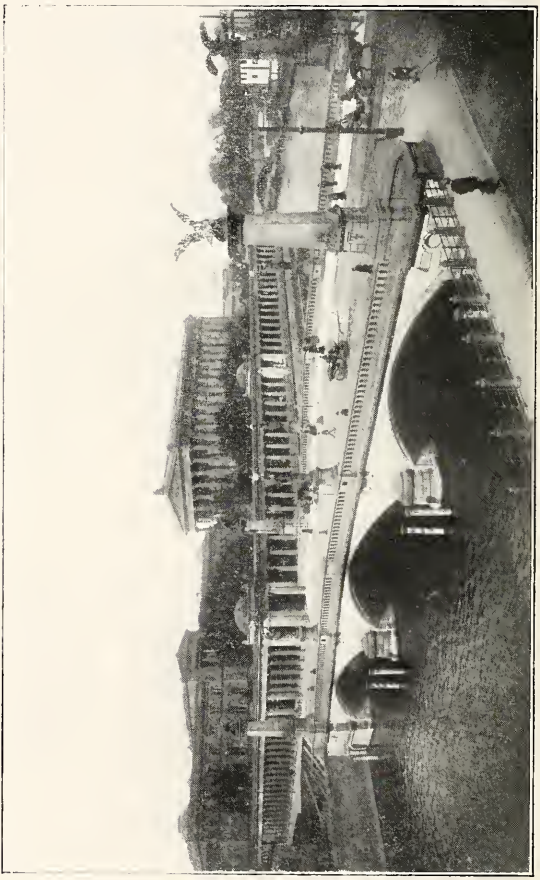
Gettysburg is itself a memorial, eloquent of things done and of things said. Here was fought the most important battle of the greatest of wars. Here was exhibited valor unsurpassed in the annals of military prowess. The men who wore the blue and the men who wore the gray, their descendants and their countrymen, can all properly exult as Americans in the valiant deeds that were here performed. Here, too, was pronounced Lincoln's matchless speech, which "crystallized the spirit of the Republic into a paragraph."

The battlefield of Gettysburg is only in very small part a cemetery. In the main it is a magnificent park, on the adornment of which over seven millions of dollars have been expended—"and the end is not yet." No one who has not seen this most richly endowed place can have any idea how wonderfully interesting and attractive it is. It is by far the finest battlefield-park in the world.

Though money has thus been generously expended in beautifying the battlefield of Gettysburg and in suitably marking its scenes of heroic deeds, it is so inaccessible that comparatively few people are able to visit it. Of all the hosts of travelers of this and other countries who visit Washington every year, not one in ten thousand ever gets to Gettysburg, though nearly all of them would like to visit this historic field.

Gettysburg lies almost due north of Washington and about seventy-two miles away, as this road would run. What a fitting memorial to Lincoln would be a noble highway, a splendid boulevard, from the White House to Gettysburg, from the

house where his record for statesmanship was achieved to the spot where he struck the highest note of human eloquence! The seventy-two miles would give sufficient length to the highway to justify its use as a national memorial. The country to be traversed offers no special engineering difficulties. It is just about sufficiently rolling to afford

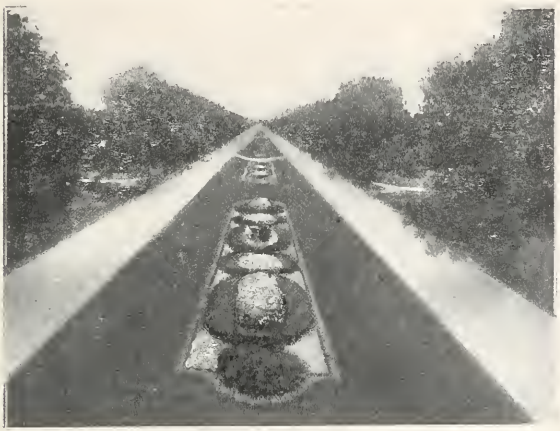


FRIEDRICKSBRÜCKE, BERLIN.
("Opportunity for a handsome bridge here and there.")

fine landscape effects and to furnish opportunity for a handsome bridge here and there. The width of the road should comport with its memorial character. Let us say tentatively that the width should be 200 feet.

As a suggestion, the following plan for "The Lincoln Road" is submitted:

Down the middle of the road let there be a greensward forty or fifty feet wide, a well-kept lawn resembling a beautiful carpet of velvet. To lend variety to this central line of beauty, here and there flower gardens and other decorative



features could be introduced. At intervals could be erected fountains and other monumental embellishments that might be appropriate.

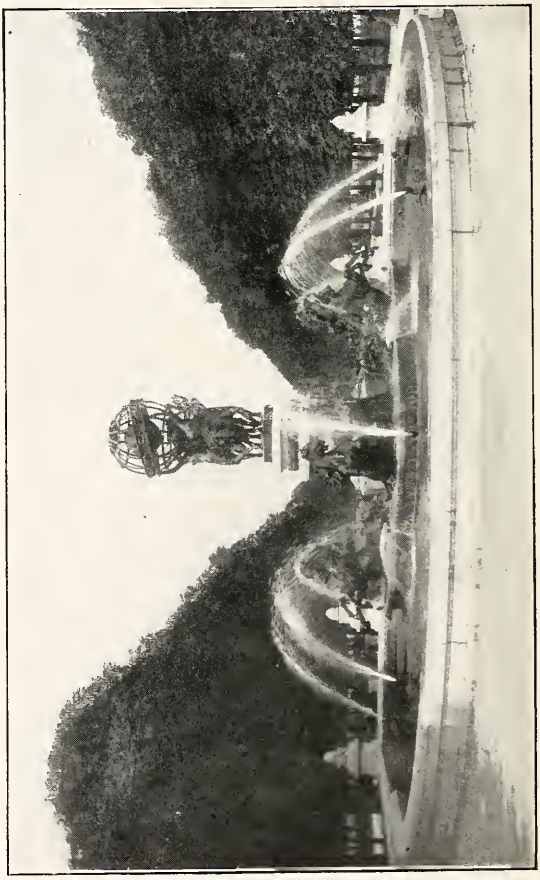
On each side of this central line of beauty let there be a smooth roadway forty or fifty feet wide, constructed according to the highest engineering standard of "good roads." One of these roadways may be reserved for swift-moving vehicles like automobiles, and the other for slow-moving vehicles like carriages and wagons.

Outside of these driveways could be double-tracked electric railways, occupying a width of twenty feet each and separated from the driveways by hedges. One of these railways could be for express trains of high speed and stopping only at intervals of ten or fifteen miles; the other could be for local trains moving less rapidly and stopping at short intervals.

Bordering "The Lincoln Road" on each side there should be rows of stately trees, the rows broken at points where could be obtained fine views of mountain or valley or river.

In order that "The Lincoln Way" may be built with certainty and without delay, it should be constructed under the direction of a national commis-

sion and should be paid for out of the national treasury. But full opportunity should then be given to the individual States to express their regard for Lincoln. To each State in the Union may be allotted a portion of "The Lincoln Way" to be embellished in accordance with its taste and means, subject to the approval of the national commission.



FONTAINE CARPEAUX, PARIS.
("At intervals fountains could be erected.")

Other spaces could be allotted for embellishment to national patriotic societies. Opportunities should be afforded to succeeding generations to add something to beauty of "The Lincoln Way." So long as patriotism glows in the hearts of the American people, it will be for them a labor of love to add from time to time to this expression of

national affection, keeping "The Lincoln Way" at the forefront as the best and most attractive highway in the entire world.

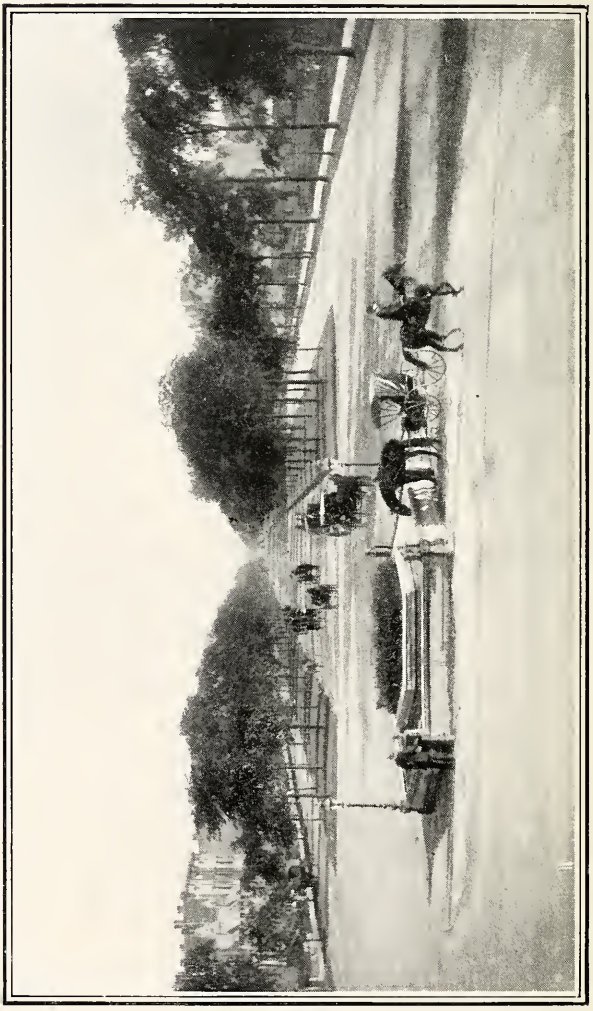
Having in mind the possibilities of electrical illumination, the beauty of this boulevard when lit up at night may be left to the imagination.

What is really proposed is not so much a perpetuation of the fame of Abraham Lincoln, which is already secure, as an appropriate expression of our appreciation of him. It is of the essence of this memorial that it be a living and growing memorial, instinct with the spirit of him whom it is to commemorate. That there will be a maintenance cost is in harmony with the governing idea. And it would be entirely fitting that this cost of maintenance should be borne out of the national treasury. But it is the opinion of experts who have been consulted that, in view of the hundreds of thousands of tourists who may be expected to make the trip from Washington to Gettysburg yearly, the road can be made largely, if not wholly, self-sustaining. If, when the roadway is being constructed, the tracks for the electric lines be laid as part of the general construction, it is believed that the use of these tracks can be leased for a considerable sum of money annually to an operating company which would furnish its own rolling stock. This arrangement, while furnishing transportation at rates within the reach of every one, would provide from a proper source—the actual users of the road—income for its maintenance.

Lincoln's fame is inseparably connected with the preservation of the Union of the American States. This road would cross the Mason and Dixon line, formerly the dividing line between the North and the South. The road would, therefore, serve as a wedding ring for the sections once temporarily dissevered—as a symbol of the Union to which Lincoln dedicated his life.

Imagine a two-hours' ride in the morning over that magnificent road from Washington to Gettysburg, through beautiful Maryland and Pennsylvania, with the Blue Ridge Mountains in sight part of the way. Imagine even six to eight hours spent at the world-renowned battlefield-park, seeing Round Top and Little Round Top, Seminary Ridge and its famous Theological Seminary, Cemetery Hill and Culp's Hill, the Chambersburg Pike

and the Emmetsburg Road, the Peach Orchard, the Wheat Field and Devil's Den, "High Tide at Gettysburg," and other noted spots, traversing the ground where the First Minnesota won eternal fame, and following the sweep of Pickett's wondrous charge. Imagine the visit to Gettysburg ended by standing for a time reverently where Lincoln delivered his immortal speech, at the "final resting-place for those who here gave their lives



THE GRAND BOULEVARD, CHICAGO, ILLINOIS.

"BAVARIA," MUNICH.

that the nation might live," and the day closed by the return trip to Washington in the evening. What a never-to-be-forgotten day that would be! Imagine such a trip being taken by hundreds of thousands of Americans every year! Can any one measure the mental and moral uplift, the exaltation of spirit, the deepening and strengthening of patriotic sentiment and devotion to public duty that would result? Would not the inspiration thus secured render it more certain that "government of the people, by the people, for the people, shall not perish from the earth"?

If it were possible to consult Abraham Lincoln himself as to the character of memorial that would be most pleasing to him, can any one doubt what his answer would be?

The estimated cost of the Lincoln Memorial Road, $3,000,000, will provide for a fitting terminus on the battlefield of Gettysburg, and a formal architectural development at the entrance to the road, in the city of Washington, sufficiently extensive and impressive to fully meet the views of those who demand in the memorial something visible and tangible and substantial wholly within the National Capital.

James T. McCleary
of Minnesota
President

Charles J. Glidden
of Massachusetts
Secretary

Robert A. C. Smith
of New York
Treasurer

Leslie T. McCleary, Executive Secretary
Washington, D. C.

The Lincoln Memorial Road Association of America

The Lincoln Memorial Road Association of America has been formed by those who believe:

1. That the time has arrived for the creation of a National Memorial to Abraham Lincoln.

2. That the memorial should be paid for by the United States Government which represents all the people, and not by a popular subscription which would represent only some of the people.

3. That the Lincoln Memorial Road herein described is the most appropriate form for a National tribute of affection to America's best beloved son.

Membership in the Association is based on service. There are no membership fees and no public subscription is to be sought. It is the policy of the Association to enroll as members only those who have by personal effort advanced the cause for which the Association has been formed.

Any person of good character who believes in the objects of the Association may be enrolled as a member upon written application to Mr. Leslie T. McCleary, Executive Secretary, Washington, D. C., provided only that the prospective member agrees—

1. To strive in all honorable ways to create in his community a public sentiment as nearly unanimous as possible for the immediate construction of the Lincoln Memorial Road.

2. To write a personal letter to each of the two United States Senators and the Representative in Congress from his State and district, requesting them to work and vote for an appropriation by Congress for the immediate construction of the Lincoln Memorial Road.

To save time, the blanks on the following pages may be detached, filled out, and used in addressing the Senators, Representative in Congress and the Executive Secretary of the Association.

HONORABLE.....

United States Senate, Washington, D. C.

DEAR SIR:

I favor the Lincoln Memorial Road from Washington to Gettysburg, with an appropriate architectural entrance in the City of Washington, as the National Memorial to Abraham Lincoln and hope that you can see your way clear to work and vote for legislation providing for an appropriation by Congress for the immediate construction of this Memorial Highway.

Respectfully yours,

Name . . . . . .

P. O. or City. . . . . .

State . . . . . .

Street No. . . . . .

Date. . . . . .

HONORABLE.....

United States Senate, Washington, D. C.

DEAR SIR:

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Respectfully yours,

Name . . . . . .

P. O. or City . . . . . .

State . . . . . .

Street No. . . . . .

Date . . . . . .

HONORABLE .....

House of Representatives, Washington, D. C.

DEAR SIR:

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Respectfully yours,

Name .....

P. O. or City .....

State .....

Street No. .....

Date .....

Mr. Leslie T. McCleary,

Executive Secretary, Lincoln Memorial Road Association of America, Washington, D. C.

Dear Sir:

Please enroll me as a member of the Lincoln Memorial Road Association of America.

I have written to the two United States Senators from my State and the Representative in Congress from my Congressional District, urging them to work and vote for an appropriation by Congress for the immediate construction of the Lincoln Memorial Road and will endeavor to have a number of my personal friends do the same.

Yours truly,

Name . . ..

P. O. or City.....

State . . ..

Street No. .....

The name of my Representative in Congress is

.....

The number of my Congressional District is....

.....

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